

## On Point V

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1. Reference is made to the following document:

D: DE 101 38 838 A1

2. Document D is regarded as the closest prior art.

It discloses (the references in brackets relate to this document):

*A fuel pump (5) having a driven impeller (8) facing a casing part, with rings of guide vanes arranged in the impeller (8) concentrically enclosing one another and defining blade chambers (9-11), with partially annular fuel feed ducts (15-17) facing the rings of guide vanes in the casing part, and with outlet ducts (13-14) connected to the partially annular ducts (15-17), the rings of blade chambers (9-11) and the partially annular ducts (15-17) forming a radially inner delivery chamber (19) and a radially outer delivery chamber (18).*

(see column 2, paragraph 19 – column 3, paragraph 20; Fig. 1)

from which the subject matter of the independent claim 1 differs in that *the radially outer delivery chamber (17) is connected to the radially inner delivery chamber (16) via a connecting duct (29).*

The subject matter of claim 1 is therefore novel (Article 33(2) PCT).

The object of the present invention is therefore to ensure that the fuel pump guarantees a sufficiently high delivery capacity of the inner delivery chamber (16) even at a low speed.

This object is achieved in that the pressure differentials between the radially outer delivery chamber (17) and the radially inner delivery chamber (16) are compensated for by a connecting duct (29).

Such a solution is not proposed by the prior art disclosed. It is therefore based on an inventive step (Article 33(3) PCT).

Claims 2-13 are dependent on claim 1 and thereby also fulfill the requirements of the PCT with regard to novelty and inventive step.